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[a34-1]

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11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 8.45 p.m. ... Every 15 minutes.
8.45 p.m. to 9.00 p.m. ... Every 10 minutes.
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11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
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[a1133]

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[a346]

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[1134-1]

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Hongkong, 16th October, 1907. [1565]

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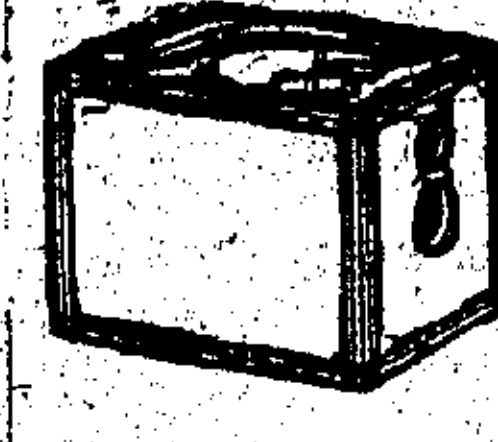
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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 16th April, 1910. [a542]

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Hongkong, 4th December, 1907. [a356]

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REASONABLE RATES.
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NOTICE.

LADY joining husband offers magnificent "Walnut Iron-framed Pianoforte," Cost 450 dollars last year. Accept 120.
Write— Care of "Daily Press" Office.
Hongkong, 4th August, 1910. [903]

NOTICE.

GENTLEMAN wishes to sell \$1,200 Auto-Piano, specially built for climate. Latest improvements. Practically New Music included. Cash \$600.
Care of "Daily Press" Office.
Hongkong, 4th August, 1910. [904]

WITH DOG AND GUN IN THE
NEW TERRITORY.

QUAIL SHOOTING.

As has already been stated, quail are not indigenous to South China. They are mostly visitors, who appreciate the mildness of our winter months in contrast to those of their native and more northern latitudes. They begin to arrive here generally about the middle of October, but the best quail months are December, January and February. There are at least three species of migratory quail to be found here, including the "Mandarin" and "button" quail—the last two named being about the size of sparrows, and not worth wasting ammunition on. Indeed, our true migratory quail is by no means a large bird, being inferior in size to the European species, and is dwarfed when compared with the crested quail of Central America. I am told they more nearly resemble the quail of the Australian bush, but I am not certain on this point. In general appearance they are lighter in colour than those of Europe, their plumage being of a more golden brown, with fewer dark markings, although in this respect the plumage of the male bird is slightly darker than that of his mate. They mostly feed in pairs, but not infrequently in large bunches, especially at the start and finish of the season. Their favourite ground is invariably dry and sandy, and they greatly favour waste fields, or those where cultivation is not immediately in progress. In fields where sugar-cane has been recently cut, and where peanuts are not yet raised, there is nearly always a thick weedy ground, especially if it be rank and high. They also frequent the dry grassy borders of streams, the grassy banks of recently "cut" fields, and on hill slopes not too bushy—the low foot hills being the best in this respect. Like their cousin the partridge, they always make for thick cover when flushed. If no cover is available they will run for a surprising distance in the grass after settling, and are often impossible to flush a second time. Owing to their habit of frequenting dry, sandy places, dogs, unless exceptionally keen of scent, will miss many birds, and give one the impression that few quail are about. I have on many occasions seen a dog go over a stretch of ground, raising but an old bird here and there, and the same ground yield quite a few brace to another and keener scented dog a few minutes afterwards. They further resemble the partridge in being difficult to flush, and on more than one occasion I have actually seen them caught and held by dogs in the grass. From their close resemblance to their surroundings, and their habit of flying low when flushed, quail are not exactly easy to bring down, and in certain lights are difficult to see at all. A dull, cloudy day is the best for quail shooting, and if there has been a shower, or a heavy dew overnight, so much the better. To those who can afford to keep a variety of dogs, a good field spaniel will be the best dog on level ground, with a "legger" dog on hilly or broken country. If the weather be very dry the scent is correspondingly faint, and "legger" dogs often carry their heads too high for quail even if their scent be keen. Quail are found all over the New Territory, but of course there are certain parts which give better sport than others. Starting at Castle Peak, quail are more numerous on the West side of the valley as far as Po Tong Ha, when the valley should be crossed, and the eastern side worked from Lam Ti village towards Ping Shan, and still continuing on the same side, around behind the villages of Shan Ha and Lam Hai, and along the southern edge of the Shek Pat Heung valley to Pak Sha and Wong Nai Tin villages. The whole of this ground is, of course, not excellent, but good spots will be found along the route. The remaining portions of the Castle Peak, Ha Tsun and Shek Pat Heung valleys are but indifferent—the low, hilly ground, lying between Nam She Wat and Mong Tsing, Deep Bay, excepted.

The Pat Heung valley is scarcely worth visiting, unless partridge and quail shooting are combined; the only good quail ground being a few acres to the North of the Kam Tin villages, and between there and the Nursery at Shek-po. Proceeding along the south-western slopes of the hills towards San Tin, a few brace will be picked up until the valley behind Mai Po is reached. This is an excellent spot for quail, as is also the country between here and San Tin. Proceeding still further in a north-easterly direction from San Tin, the dry, broken country of the Tai Kang or Hau Yek district is reached, and here is the quail country par excellence of the New Territory. On the high, partly cultivated land, between Tso Taw and Ho Sheung Heung villages, and to the eastwards around by Ku Tong, Lu Kong, Kam Tin, Fan Ling, Ping Kong, Tsui Kang and Hang Tau villages, excellent sport will be had. On several occasions I have known of 40 brace falling to one gun in a day here, and as this country also affords partridge, pigeon and "winter" snipe shooting, a good "mixed bag" can be had. The valley which runs from behind Ho Sheung Heung to Lung Tuen Hu in Chinese Territory, and along the low foot hills here, may be relied on to provide fair sport. In the Fan Lung-Lung Kwat Tan valley, there are some very good spots—notably, between Fan Ling and the Kiu Ling Hang stream, and between San Wai, Lung Kwat Tai, and Hung Ling village. The Luk Yek valley on the extreme northern frontier is poor quail country, although a few brace may be picked up between Hung Ling and the

villages of Ping Tsia—and one may also say the same of the remaining portions of the Territory. True, the Lam Tsun and Sha Tin valleys may yield a few brace, but they are not worth wasting a day's outing in. In concluding this article I may remark that the whole of the country lying between Nam Tan and Sham Chan in Chinese Territory—especially around by Kwai Mui and Sha Tsu—is excellent for quail, also the low hills to the North of Sham Chun and along the line of the railway generally. Finally, as quail are delicately constructed birds and easily damaged for table use, do not use unnecessarily heavy shot.

I have always found No. 9 shot the best with No. 8 in the choke barrel if the day be windy, but nothing heavier than the latter should ever be used.

"SPORTSMAN."

MYSTERY OF A ROYAL
DISAPPEARANCE.

DECREE TO DECLARE AN ARCHDUKE DEAD.

The High Chamberlain's Court at Vienna issued a decree on July 9th that the former Archduke Johann Salvator, known as Johann Orth, will be declared dead and his property distributed unless authentic proof of his existence is forthcoming within six months. This action has been taken at the instance of the Archduke Joseph Ferdinand, a nephew of Archduke Johann, as one of the Archduke's heirs. The petition recounts at length the story of Johann's disappearance just twenty years ago, after quarrelling with the Emperor, owing to his too candid criticism of the Austrian army, his aspirations to the throne of Bulgaria, and his projected marriage.

Johann went to London, where he legally married Franklin Milly Stadel, his housekeeper, who was formerly an opera singer. He bought the sailing-ship *St. Margarete* and sailed to Buenos Aires with a cargo of cement on July 12, 1890. He left this port for a voyage round Cape Horn to Valparaiso, as he acted as his own skipper, having parted with the ship's officers. Since then neither the ship nor any occupant has been heard of. The petition points out that though Johann passed an examination and obtained a certificate for seamanship, he had little experience in the art of navigation, and a hurricane raged on July 20 near Cape Trespuentes in which a certain vessel foundered. Many fantastic rumours that Johann is still alive have since cropped up. Some people believed that he founded a new State with his crew on a desert island. At one time it was reported that Johann reached Chili by land, and assisted Balmeceides to secure victory in the revolution by his skill as a general. The petition claims that the best proof of death is that no more letters have been received from Johann by his mother, to whom he wrote regularly before. Elaborate inquiries by Austrian Consuls in South America, it is pointed out, have produced negative results. Johann's will, which is deposited in Vienna, is still unopened.

The income from the estate has been accumulating for twenty years at compound interest, and the amount is variously estimated. Leopold Wooding another nephew, who claims part, believes it exceeds £1,000,000 sterling. Herr Woeffling—the ex-Archduke Leopold—renounced his Austrian rights and title on marrying Mlle. Adamovitch, an actress, and became a Swiss citizen. He afterwards obtained a divorce because his wife insisted on living "the simple life" with a strange suit at Ascona.

WELCOME THE FOREIGNER.

Usually the foreigner in India has servants and weapons, and is moreover as a rule immune from molestation by petty robbers. But there is more in it than that, for the unarmed foreigner without escort seems just as popular as the one better provided. It is the mental difference that does it, the feeling that the foreigner is the better man in practical affairs, calculated to be father and mother to the weaker vessel. There are sections of Asia in high rebellion against the same sentiment and one wonders whether those who demand equal treatment have earned what they claim. If they have, the white man's predominance over Asia is nearing its end. On the other hand, the physical conditions which have made the white man the superior being still prevail in the West, while to all appearances they are absent in the East. One's feeling is that blood and colour are far from being the ultimate factors in the question of human superiority and that environment will make the man, whatever his colour or race. It seems to me that Asia's new craving for independence is an artificial thing, due principally to the belief that if one Oriental race can emerge equal to the West others can do the same. But the fallacy of that argument seems to lie in the supposition that Japan is Oriental in the usual sense of the word. The truth is that Japan, though Oriental by blood, have for centuries existed under conditions that closely resemble those under which the European has been evolved. Of different blood they have developed a different temperament, but with much the same character and energy. They are advancing upon European lines, modified by their own idiosyncrasies.—*Times of India*.

THE MONEY MARKET.

Subjoined is Messrs. Mocatta & Goldsmid's circular dated July 13th:—
The sharp rise in the Silver market this week presents a marked contrast to the absence of fluctuations that has prevailed during the past two months. The demand has been chiefly for cash silver, and although there have been some small special orders in the market the greater part of the buying has come from bears who had to repurchase or carry forward their sales falling due. The scarcity of cash silver is due to the fact that large operators for the time being have taken up their purchases instead of carrying them forward in the market. If this policy is continued, as there is every reason to anticipate that it will be, it does not seem likely that the position of cash silver will become much more casual for some time, as the fresh silver coming to market will not be much more than is required to fulfil the contracts falling due. At the same time it should be borne in mind that the actual consumption of silver shows no sign at present of improving, the up-country demand in India remaining small and the China exchange keeping persistently below parity; it consequently still remains a matter of speculation when and how the large amounts held up both in London and Bombay will be absorbed by a genuine demand.

WRIGHT AND GREIG'S "PREMIER."

SCOTCH WHISKY—just the same as you get at home in Scotland.—*Advt.*

HONGKONG INDUSTRIES.

The following is taken from the report by H.E. the Officer Administering the Government on the annual Blue Book for 1909:

UNDER EUROPEAN MANAGEMENT.

Engineering and Shipbuilding.—This is one of the most important industries in the Colony. The principal establishments are the Hongkong and Whampoa Dock Co., Ltd., and the Taikeo Dockyard and Engineering Co., Ltd. There are a number of smaller yards, some under European and others under Chinese management, which do a large amount of work.

The Hongkong and Whampoa Dock Company is an old established company. The establishment is equipped with six dry docks, the largest of which is 700 feet in length with an entrance breadth of 86 feet and a depth over all of 30 feet, two patent slips and workshops fitted with the most modern appliances for every class of constructional and general engineering work including locomotives and railway rolling stock. The Taikeo Dockyard and Engineering Company is a newly established company. The establishment possesses a dry dock 787 feet in length with a breadth of 58 feet and depth over all of 34 feet 6 inches, besides three slipways and engine and boiler shops capable of dealing with the heaviest classes of engines. Two vessels of over 13,000 tons (gross) each were docked by this company during the year.

The building yard is laid out with furnaces and plant suitable for building vessels up to 20,000 tons.

The depression which existed in 1908 in this industry was continued during the year under review.

Sugar Refining.—The year 1909 was a favourable one for the Sugar Refining Industry of the Colony, as there was a good demand in the China markets throughout that period, and in consequence of a general advance in sugar all over the world a satisfactory margin of profit was obtainable.

As was the case in 1908 Briston sugar did not find its way into the China market in any appreciable quantity.

Cotton Spinning.—During the earlier part of the year the mill was handicapped owing to the inadequate supply of labour, but this difficulty was overcome. Further difficulty was experienced in obtaining the raw material at the beginning of the cotton season, as the crop although large was a late one.

Rope Manufacturing.—Business has kept steady and prices have remained the same throughout the year.

Cement.—The conditions under which this industry has been carried on have been much as in 1908, and there has been a good demand throughout the year.

Brewing.—The Oriental Brewery was at work during the year and its beer in spite of the strong competition of the imported article is gradually finding favour with the public. Its capacity is about 100,000 barrels per annum.

Soap Boiling.—Messrs. Blackhead & Co. manage a Soap Factory at Shaukiwan. It was established in 1896 and is equipped with modern plant capable of turning out 1,800,000 lbs. of soap per month. The principal manufactures are soft soap, salt water soap, toilet soap, and tar soap, which are locally consumed or exported to North China.

UNDER CHINESE MANAGEMENT.

Rattan and Fibre Furniture.—The making of rattan chairs has been an important industry in Hongkong for many years. There has also been lately a large development in the use of what is called Sea Grass (Arundo Mitis) and hemp string. The ordinary rattan easy and garden chairs are used all over the Far East and are exported to the principal markets of South Africa, and "sea grass" and "hemp fibre" furniture is exported to India, Copenhagen and America.

Tobacco.—There are thirteen or fourteen native factories which do a small manufacturing business, importing the tobacco leaf from Pakhoi and the Canton Delta.

Tinned Goods.—The manufacture of tinned goods in Hongkong and parts of the neighbouring province of Kwangtung has acquired a considerable importance. The products of the factories are canned meats and exported to other parts of China and to countries where there is a Chinese population.

Samsu—Samsu or Chinese spirit is made from rice, the fermenting material being a substance composed of rice, bean flour, red earth and leaves which are stated to be cassia leaves. Various well-known beverages are prepared by favouring the spirit with plums, oranges and other fruits.

The retail price of the ordinary Chinese spirit is under 7 cents a catty. The most expensive beverage distilled locally and composed of roses, ordinary spirits and sugar costs 40 cents a catty. Medicated spirits have a considerable sale among the Chinese. The spirit principally used is one distilled from millet and obtained from the North of China. To this spirit are added various drugs and the mixture is used as a tonic.

There are seven Chinese distilleries exclusive of the stills distilling in the New Territories, which have an annual output of some 300,000 gallons, about one-tenth of which is exported.

Vests and Socks.—There are three small factories for the making of underwear and socks, and a fourth is shortly to open. This industry appears by now to be an established one. The first factory was opened five years ago, has increased the number of machines and is now beginning to pay its way.

Hides and Leather.—There are seven or eight tanneries where a inferior kind of leather is manufactured. Gall-nuts from Japan are used in the manufacture. The greater part of the hides that reach Hongkong from the interior is sent to the Straits Settlements where suitable bark can be procured, to be tanned, and sent back to Hongkong as leather. There is an occasional export of hides by local dealers to Italy.

Preserved Ginger.—Canton has long been noted for its preserved ginger. The manufacture has now been transferred to Hongkong, where there are a number of factories, three of which do a large export business.

Soy.—Soy is a sauce made by boiling the beans of the "Glycine hispida, Maxim." adding an equal quantity of wheat or barley and leaving the mass to ferment. A layer of salt and three times as much water as beans are afterwards added, and the whole compound stirred daily for two months when the liquid is pressed and strained. Seven or eight Chinese factories are engaged in the manufacture of soy in Hongkong, and three firms export it to Europe. It is also exported to America. The wholesale price is about \$20 the cask of 700 lb. Business during the year has been dull.

Paper.—There is one paper mill capable of turning out 9,000 lb. of paper in 24 hours. At present only half the machinery is used and about 100 men are employed. The mill is lighted by electricity. Most of the paper is exported to China, a little goes to the Straits Settlements and elsewhere to the South. The rags are collected from all over South China; the other materials are imported from England. Vermilion.—There are three vermilion factories. Their average annual output is stated to be about 830 piculs. There is a demand for the vermilion all over the Far East from Japan to California. This business is falling off owing probably to the primitive methods of manufacture.

Lard.—There are seven lard factories in existence—the largest turning out about 60,000 piculs a year, and the remaining six about 12,000. The lard is exported to the Philippines, the Straits Settlements, etc., and to Hongkong. Business during the year showed no increase.

FISHERIES.—A considerable proportion of the boat-population of Hongkong supports itself by deep-sea fishing, in which pursuit a large number of junks are engaged. The villages of Aberdeen, Stanley, Shaukiwan, and many others in the New Territories are largely dependent upon this industry for their prosperity. Fresh water fish is imported from Canton and the West River. There are oyster beds of considerable value in Deep Bay.

BORNEO AND ITS RUBBER.

Presiding at the annual general meeting of the British North Borneo Company held last month, Mr. Edward Dent, the vice-chairman, said that 1909 was unquestionably the most successful year they had had since the inception of the company, and that the year had been a very profitable one. After going through the accounts, he referred to their rubber interests. They had been anxious to avail themselves of the opportunity offered by the demand for land suitable for the cultivation of rubber, and as they had no established estates to dispose of it was considered desirable, in order to attract capital to their territory, to offer the land on a leasehold basis, guaranteeing interest during the first five years. There could be no doubt that the formation of the majority of their subsidiary rubber companies was due to this plan, and not only had they brought considerable sums to their coffers, but had insured them a permanent revenue from their operations and an increased and increasing traffic for their railway. Beyond these gratifying results they were changing the aspect of the country on the West Coast where the majority of them were located. They would agree that the policy, inaugurated by the Chairman of attracting capital for rubber cultivation by guaranteeing interest for a certain term of years was sound finance, for the shareholder should be in mind that in the matter of soil, climate, rainfall, and so forth there was no country which could offer anything better. The board knew this, and it strengthened their hands. He instanced the Sekong Rubber Company, the only one which was producing on anything like a large scale. Their rubber had realised the highest price on two or three occasions at recent sales. On one of these occasions it was sold at 12s. 6d. per pound. Some of their other companies had already commenced tapping. In December last they had twelve rubber companies at work, four of which were formed in 1909. Since then six new ones had been formed, viz., the Lamsang, Bodo, Kintan, Borneo Proprietary Estates, Sablas, and Linkungan, making eighteen in all with a subscribed capital of £1,700,000.

In the case of the two last-mentioned companies the land was purchased direct from the parent company, and it had given a guarantee of interest for a certain period. There was room for hundreds more of these rubber companies. The land already acquired for rubber cultivation, although it amounted to many thousands of acres, merely touched the fringe, as it were, of the company's possessions. The area of the territory was 20,000,000 acres, the greater part of which was suitable for rubber, the other part being occupied by forest, tobacco, sugar, cotton, timber, petroleum, coal, and other industries, afterwards mentioning that the company's railway policy was beginning to bear fruit. The capital they offered in the early part of 1909 met with a disappointing result, and in the end they decided to enter into negotiations with financial friends. These negotiations had an agreement under which they sold 250,000 shares, and mentioning points by way of justification of the course taken, and stating that there was no cause for complaint on the part of the shareholders, he said, in conclusion, that the board considered the outlook most promising. In a cable received the previous day from the Governor it was mentioned that up to that day there was a substantial excess of revenue over the estimates. The report was adopted.

APPALLING HEAT WAVE.

TERRIBLE SUFFERING IN AMERICAN CITIES.

The Express correspondent wrote from New York on July 11th:

Eighteen people are lying dead and many hundreds of others are prostrated by the terrible heat experienced in New York during the past forty-eight hours.

The heat wave has now lasted for just over three weeks, but it has reached a climax within the past two days. The record temperature of 92.2 degs. was registered on the Weather Bureau's skyscraper on Broadway, while in the street far below the thermometer rose to 105 degs. It is by no means New Yorkers alone who are suffering from the intense heat. The wave extends throughout the Eastern States, and it is no exaggeration to say that hundreds of deaths have occurred as a direct result. Thousands of people in New York, Boston, Philadelphia, Washington, and other large cities are completely prostrated. While, literally speaking, millions of people are suffering.

In addition to the eighteen deaths reported in New York yesterday and to-day, there were eleven in Philadelphia, three in Boston, and one in Washington.

The intense heat has been accompanied by an extraordinary humidity, which renders everything damp and sticky. Sleep is almost impossible, and thousands of people are nightly deserting the city and sleeping in the country around.

The sands at Coney Island are filled with thousands of sleepers every night, and a large force of police has been placed on duty there in order to guard the sleepers from thieves.

The public baths of New York are full from early morning to nightfall. People are absolutely living in them.

The Gaekwar of Baroda, who is now in New York, declares that the heat is worse than anything he has experienced in India. "It is almost unbearable, owing to the humidity," he said. "I was never so uncomfortable in my life."

It is estimated that \$50,000 is being spent daily in New York on ice cream and ice-cream soda, while so great is the demand for ice at the hotels and restaurants that the supply is threatening to become less than the demand.

The "Magazine of American Medicine," one of the principal American medical organs, is urging sufferers from the heat to wear black underclothes.

"Nature" made the skin of tropical people opaque, as a safeguard against the sun," it says. "Black underwear should be generally adopted in imitation of Nature. If this is done the wearers will obtain the maximum amount of relief from the intense heat."

An interesting test of the heat wave was made by Mr. Charles J. Glidden, the famous round-the-world motorist, who, with two companions, went up in a balloon at Lowell (Mass.) to measure its height. He found that up to 2,100 feet the thermometer registered 90 degs. but above that point the mercury fell to 70 degs.

QUAINT JURISPRUDENCE.

AN IMPRESSION OF THE SUPREME COURT,
HONGKONG.

To the Briton fresh out from home, the Hongkong Supreme Court will certainly come as a surprise, and it possesses an air of simplicity, not to say quaintness, which is wholly delightful, serving to rob the law, as it does, of its terrors and rigidity.

In the first place, the Court itself, with its vaulted ceiling of dark brown wood and anomalous blue-washed walls, is a reminder of an old-fashioned country church, wholly unadorned by stained-glass windows and ornamental stonework. Through the wide, open windows at the rear peeps the chaotic refreshing green of some gently-swaying trees—and the illusion of being in the country is complete.

With the exception of the bench and solicitors table everything has a flimsy, unsubstantial air; the sides of the dock and counsel's benches, in fact everywhere where plain, solid wood-work might be used, are formed of slim symmetrical bamboo-rails. The solicitors' table, with its profusion of quill-pens and pink business-like blotting-paper, with which sheets of blue tremendously legal-looking paper are festooned, taking clash unkindly, certainly bears a decidedly familiar aspect. Such indispensable law-books as "Lindley on Practice" and volumes of "Annual Practice" repose stolidly on the table for all the world as though they were at home in some English court-house. But in this alone consists the Englishness of the Hongkong Supreme Court.

Having arrived before the business of the day starts you will be enabled to notice a large might otherwise escape you, and one of the first to arouse your wonder will be the appearance of the youthful barrister gentlemen in their white ducks; not but what it might be worse by their going the whole hog and also wearing white gowns and coats.

Numerous cards hanging in the corridors giving instructions as to the new administration of the oath lead one to expect its adoption, but the old formula is gone through, including the customary move as the book is turned by an English witness in the first case for hearing.

The next case is one in which a number of Chinese traders are implicated and the proceedings are followed with interest by a row of elderly Chinese, sitting behind the white attired solicitors in the well of the court; they are garbed in black, white or according to how they have been sartorially inspired for the day, and each is handed a copy of the proceedings.

The counsel for the prosecution, a breezy, zealous young Irishman, questions his witness through the medium of an interpreter, and, of course, is a rather lengthy operation; the decidedly stammering Chinaman in the witness-box certainly seems no very willing party to the cross-questioning process, but no doubt, realises the futility of dissent.

So far as the European element is concerned interest is unquestionably on the wane, and when the opposing counsel, amidst a great rustling of papers, says "I will read it, mind," no particular attention is paid him, the first words metamorphose the laudably inclined; the document is a Partnership Agreement, and it may be worth quoting by reason of its quaintness, if not ordinary interest. Here it is: "We have heard that nations have their laws and merchants have their regulations. The national laws being carried out, the commercial affairs will be well-managed. The commercial regulations being observed, commerce will accordingly become prosperous. From old times this has always been the case in the colony of our setting up businesses in this Colony is to seek profits. Should there be no course for the production of wealth, how could we pursue the grand mode of action taken by Tuen Muk? If we possess ability in speculation, a large business as that of T. Chu can be expected. Therefore, we assemble our intimate friends and subscribe a capital together to set up a joint business in Hongkong under the style of the Tung Sang Wing to receive orders from nut-oil of various ports, to do Californian business and also to receive orders for goods of various countries. It is exactly what is called the opportunities for opening up the source of wealth. It is expected that we partners now established (this business) in advance will be glorious afterwards. We have to use all our mind and intelligence to pursue the skilful scheme and we are to carry on (this business) in harmony and not to excite any displeasure amongst us. We have also to put forth our energy to foster a large business under agreeable and harmonious terms. Loss of profits shall be equally borne and enjoyed respectively. In safety or danger, sorrow or joy, our intention will be enjoyable from beginning to end, and we should not give up half way. These it may be hoped that the business set up in a foreign port will receive wealth from various states and the foundation laid in Chinese places will attract profit from all countries. Henceforth thousands of tons of silver will be accumulated and innumerable valuables will flow in. This will be the great luck of the various partners. This the partners made" (and surely an interesting preface?).

One certainly misses the aggressively important collector's clerk hovering about, as also the sonorous "Silence!" and "Silence in Court," and the usher himself is quite disarming in his brother at home. He stalks about the court in a manner wholly unlike the gliding surreptitious movements known to the English court of law. But it is difficult to be a real, live usher when wearing white trousers and a heavy untrammelled moustache, and with a ponderous gold chain dangling about an expensive comberbund.—J. Anthony Mayhew in the *National Review*.

BOLTING BRIDEGROOM.

An extraordinary scene has occurred during the marriage of a merchant and the daughter of a prosperous resident of Coblenz at the town hall in that city.

The bride had been asked by the mayor whether she accepted the man beside her as her husband, and had replied in the affirmative.

Then the mayor turned to the bridegroom and asked him whether he took the woman as his wife. To everyone's astonishment, the bridegroom, instead of the customary response, raised his hands in dismay and then turned and fled.

Several members of the wedding party started in pursuit, but the fugitive bridegroom gained steadily, and finally the chase was abandoned. The bride fainted in her parents' arms and the bridal party gloomily dispersed.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer, *Fookshing* left Cebu for the Straits and Hongkong on the 30th ult., and is due here on or about the 15th inst.

The P. & O. S. N. Co.'s str. *Pera* left Singapore for this port on the 5th inst., at 10 a.m., and is due here on the 10th inst., at about 9 a.m.

The Bank Line Ltd.'s str. *Suvaric* left Vancouver, B.C., on the 3rd inst., and is due at Hongkong on the 23rd inst.

The Bank Line Ltd.'s str. *Kumara* arrived at Victoria, B.C., on the 4th inst.

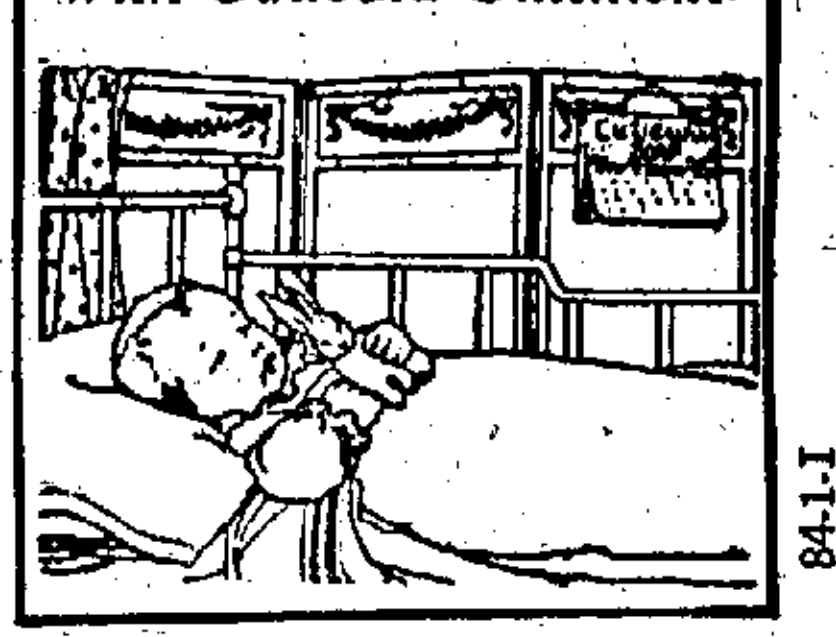
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Fall upon distracted households when Cuticura enters.

All that the fondest of mothers desires for the alleviation of her skin-tortured and disfigured infant is to be found in warm baths with

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And gentle anointings with Cuticura Ointment.



THE DEATH OF MR. ROLLS.

A NATIONAL LOSS.

The regret at the tragic end of the Hon. C. S. Rolls is "universal," and the utmost sympathy is felt for Lord and Lady Llangatock in the sad blow that has fallen upon them. The King and Queen were greatly moved on being informed of the accident, and immediately sent a message of condolence to the parents.

Lord Montagu of Beaulieu referred with sympathy to the tragedy during a debate in the House of Lords, and Lord Dunsany, in voicing his sentiments from the Government Bench, said the late Mr. Rolls was "one of the pioneers of motoring and aviation, and was among the most skilful and pluckiest of them. He was a man whom this country can ill afford to spare."

Speaking at a meeting of the National Anti-Aviation Society, held at Kensington Town Hall, the Hon. Stephen Colclough referred in feeling terms to the tragic death of the Hon. C. S. Rolls, whose father, Lord Llangatock, was the beloved president of their society. It was right, he said, that that meeting should express its deep sympathy and feelings of regret that this overwhelming sorrow should have fallen upon him. The moment he heard the sad news he (the speaker) went round South Lodge and found that Lord and Lady Llangatock with a party of friends had actually started for Bournemouth to see their son perform his feats. The circumstances were peculiarly tragic, but his father and mother had fortunately been spared the actual witnessing of the appalling tragedy. Mr. Rolls was a personal friend of his, having lunched with him only a few days since, and he was sure that everyone in England would feel that they had suffered a personal loss in the death of this courageous forerunner of aviation in England.

Various theories are put forward as to the cause of the accident, but most of the commentators are agreed as to what happened. It was briefly described by Mr. George Cockburn, who is the veteran of those present on the flying ground, as "loss of speed-giving stability caused by elevating his forward planes too suddenly, so that he pitched down like a stone."

The aeroplane ran off only when going at a certain speed. Mr. Rolls was flying very slowly as he turned. Finding that his tail and rudders were too high, and that he was planning down too suddenly, he thrust his elevating planes upward, as to present their greatest surface to the air. Perhaps he got a slightly increased puff of wind at the same time, and the combined result knocked off all the "way" of the machine, and so it simply fell down by force of gravity.

Asked as to the effect of the death of Mr. Rolls on future aviation in England, one authority said: "It will make very little difference. It has always been a question as to when some such thing would happen, and every aviator knows the risks at these early stages of flying whenever he mounts his machine. Mr. Rolls was trying a new kind of machine under new conditions. He knew the risks and he took them cheerfully. His death will not stop aviation. I look to no diminution of adventure as a consequence of this sad event."

The *Daily Graphic's* correspondent relates an interesting conversation he had with Mr. Rolls on the evening before his death, when they were dining with Lady Abdy.

Mr. Rolls was the guest of the evening, and was very cheerful about the prospects of Lady Abdy's all-British aviation scheme, which he had arranged to inaugurate. I had never dined with him before, and he seemed to be a happy optimist, fond of life, quick at a jest, and delighted with the small pleasures of the passing moments.

"My dear Lady Abdy," he said in reply to a remark, "have no fear about me or my machine. I will fly with you this week, but not in a competition. Competitions entail a certain amount of danger. I will fly with you on Friday evening in the twilight, just twice round the course, and we will descend opposite to the judges' stand. No one will have known anything about it, and it will be the surprise of the meeting."

NEW ADVERTISEMENTS

DREADFUL ECZEMA

Cured by Dr. Morse's Indian Root Pills.

That torturing and disfiguring disease has its cause in an impure condition of the blood. The impure condition of the blood often arises from a diseased condition of the stomach and allied organs of digestion and nutrition. When digestion is imperfect the nutrition of the body is inadequate to its needs. The blood becomes thin, poisons accumulate in it, and these poisons often manifest themselves in some eruptive disease. Dr. Morse's Indian Root Pills cure diseases of the stomach, and other organs of digestion and nutrition. They eliminate poisonous substances from the blood, purifying it, and increasing its quality and richness. They get at the cause and cure perfectly diseases of the blood, and other complaints which originate in a disordered stomach.



They are perfect Blood Purifiers and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Yellow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils, and Itches, and for Female Ailments.

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors, 21, Farringdon Avenue, London, England.

DR. MORSE'S Indian Root PILLS

DO NOT WEAKEN. DO NOT SICKEN. DO NOT GRIPE.

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TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

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CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

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LEA & PERRINS' SAUCE

The
Original
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Genuine
Worcestershire.

—gives a delightfully
appetizing flavour to
all Meat Dishes,
Fish, Soup, Game,
Cheese and Salad.

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The Supreme Achievement in
Beef Concentration.

INFINITELY SUPERIOR TO MEAT EXTRACT OR BEEF TEA.

BOVRIL is supplied to the British Admiralty and War Office, the India Office, and is used in over 2,000 Hospitals.

BY APPOINTMENT TO HIS MAJESTY THE KING.

SCIENTIFIC MISCELLANY.**SUCCESS OF A CELLULOSE SUBSTITUTE.**

Kosinote, one of several recent substitutes for celluloid, is reported by Consul J. H. Norton, of Chemnitz, to be finding a variety of useful applications in the German art industries. Various modifications are produced by the union of formaldehyde with carbolic acid in connection with certain metallic salts, and the name is derived from the resemblance of one kind of ordinary resin. Impregnation with this particular sort gives hardness and impermeability to wood, paste-board and other porous materials, ordinary pine being made hard that it rapidly dries a planer. Another variety is a liquid that can be poured into moulds and coagulates into a transparent, ruby-tinted, inflexible solid, that is well adapted for imitation jewellery and other ornaments, and is an unalterable material for such uses as doorplates, street numbers and signs. Another liquid modification is solidified in a few minutes by a mineral acid. It becomes hard and homogeneous, can be easily cut and polished, and can be made to serve a wide range of purposes in place of horn, celluloid, vegetable ivory, and other substances. A very important advantage is non-combustibility.

SEX IN WRITING.

That it is possible to determine sex from handwriting in perhaps 80 cases of a 100 is a conclusion reached by Miss June E. Downey from an examination of the writing of 200 persons. The specimens were submitted to two "professional graphologists" as well as to 15 persons ignorant of their art. The so-called sex signs are found to be largely influenced by the amount of writing done, by age and to a certain extent by practice, and by professional requirements, as in the conventional writing of teachers and the rapid hand of book-keepers.

MEDICAL ELECTRICITY.

With the passing of empiricism and quackery in electrotherapy, Sir James Grant, Canada's distinguished physician, foresees the general scientific use of electricity for correcting debility, the result of defective blood power and imperfect assimilation. For his own work in the electrical repair of diminished vitality he claims marked success.

A CURIOUS MUSEUM.

A collection of 107 species of living molds and allied fungi is the unique museum or botanical garden of the Paris School of Pharmacy. M. Baimier has been gathering these species since 1903, and has patiently separated each from the others maintaining pure cultures by sowing the spores on a suitable medium, with prepared licorice root as the basis. Each growth, renewed as necessary, covers its special piece of licorice root in a sterilized bottle of Bohemian glass about 3 inches in diameter and 6 inches high. Some of the species of fungi are common on foods and on various kinds of decaying animal and vegetable matter, others give characteristic flavours to various kinds of cheese, others produce fermented liquor from rice, and some are disease parasites of birds and insects—a few being active destroyers of troublesome insect pests. Greatly varied in form and colour, the specimens form a curious and beautiful exhibition, which is at the same time of great scientific interest.

INFLUENCE OF PLANT FOOD.

The common impression that uncultivated plants are richer in active principles than cultivated plants has led to an investigation by Chevalier, a French pharmacist, who shows that the belief is a result of unskillful cultivation and unfavourable soil. Proper methods and suitable fertilizers nearly always give a drug at least equal in activity to that from the wild growing plant. In cultivating belladonna, for instance, it is found that fertilizers containing phosphates and potash have little effect on the alkaloid in the leaves, but nitrogenous fertilizers cause a notable increase. With a mixture of farmyard manure and nitrates, the percentage of alkaloid was more than doubled.

A UNIQUE STRONG BOX.

A radium safe is necessarily a peculiar contrivance, as it must not only be proof against burglars, but must be able to hold a substance that easily passes through the thickest steel. The new safe of the British Radium Corporation is 3 feet high, weighs a ton and a half, has a tight-fitting circular door, and contains an inner chamber of pure lead 3 inches thick. To prevent loss on opening, the door is fitted with two valves, so that, before the door is opened, tubes of mercury can be passed through to collect and store the emanation formed. This Corporation expects to supply 1/30 of an ounce of radium a month, valued, at the latest quotations, at the rate of about \$3,000,000 an ounce.

AUTOMATIC VIOLIN-PLAYING.

The electrical violin-player is one of the remarkable automatic devices produced by American ingenuity. It is controlled by a perforated music roll, which guides a group of 66 fingering magnets taking the place of the performer's left hand, and a substitute for the bow in the shape of a set of 4 revolving discs, 3 inches in diameter, each made up of a bundle of 50 flexible celluloid washers. One of the 4 discs acts on each violin string. Contacts governed by the perforations of the music roll cause action on electromagnets, and produce expression by varying the speed of the discs and their pressure on the strings. A special magnet gives a bounce, or bow action when needed. A set of 4 magnets is also provided for picking effects, and a vibrato effect is yielded by a large magnet with a weighted armature for shaking the tail-piece sideways. Connected with the apparatus is an electrical piano-player movement, operated by the same music roll to give accompaniments.

ORIENTAL COMBINATION.

The "aerial torpedo boat" of Gravel, a German aviator, is designed to furnish a military machine that shall serve as automobile, motor boat or aeroplane according to the exigencies of

the moment. A 50 horse-power Anzani engine is expected to drive the machine in the air—a combination of biplane and monoplane—at 60 to 75 miles an hour and to carry 4 passengers. The transformation from flying machine to automobile is simple. The carrying planes are unfastened and fixed in place as side-walls for the machine, and it is believed that the change can be made in 30 minutes under any ordinary conditions. Only an air propeller is used. This drives on land and water and in the air, and in recent Berlin trials the automobile made considerable speed on rough ground with 4 passengers.

A CLEARING-HOUSE FOR WASTE.

To utilize manufacturing waste is in some cases a serious problem, and a committee of the American Chemical Society, under the chairmanship of G. Allemen, Swarthmore, Pa., have undertaken a solution. Manufacturers are to report the waste available. Each kind will be given scientific investigation, and it is expected that materials hitherto lost will become economical new sources of chemical elements and of various profitable new products.

THE PSYCHOLOGY OF GOLF.

(BY ANDREW LANG.)

It may be that golf is set, as it were, on too high a pedestal. It may be that golf occupies too much of the general mind, and comes between statesmen and more important business, though, to be fair, more probably it is a salutary distraction. Statesmen are never good golfers; none of them has ever been at scratch since Duncan Forbes, of Culloiden, played a first-rate game on Leith links within sight of the gibbet of his regretted Captain Green. Many ladies believe that Mr. A. J. Balfour is as good at golf as at the Higher Aesthetics, but I think they are confusing him with Mr. Leslie Balfour (now Balfour-Melville), an amateur champion some years ago.

In truth, great intellectual eminence does not usually consort with golfing prowess. Mr. Horace Hutchinson is here an exception; he is a sterling golfer, though his mind is active, versatile, and vivacious. In my poor opinion the golfer needs, in addition to keen eyes and muscles of steel, the power of keeping his mind in a perfect vacuum, wholly undisturbed by thought. He should not even think about his play and all the weary rules which helpless amateurs try to keep present to their dull intelligence. Their self-consciousness is fatal. "What did I do then?" we hear them ask their patient instructor, who might reply, "You scoffed, topped, sliced, or fouled." He does say, "You drove your arms in," or "You do not look your eyes off the ball," or the like, and the wretched struggler tries to remember next time not to draw his arms in. Absence of self-consciousness, plenty of confidence, natural gifts of eye and muscle, an empty mind, and imperturbable temper, these are the natural qualities which the golfer must possess. All the rest is vanity.

I remember a small boy of eight who saw a man miss a fairly long putt. "I had that putt in the morning," said the child. "I did it like this." He placed his ball on the spot and ran it in with the daintiest accuracy of infancy. But a few years later he lost the amateur championship by missing a similar putt. The crowd, the snapping of photographic engines, the excitement, spoiled his chance. Andrew Kirkcaldy is not usually foremost in great competitions. His intelligence is too active and versatile. I would hint nothing against the mental greatness of Taylor, Braid, Vardon, Duncan, and other eminent men, but they have learned to keep their minds in their proper place while golfing; that is, in due subservience and modest advance.

The conscious man may think that I am exclaiming my own absolute helplessness as a golfer by a claim to be too clever to play. It is not so. Had I the advantage of being a congenital idiot, "vacant of our glorious gains," I could not play golf. I detest the game, finding no pleasure in any part of it except in a clean drive, though that is not nearly so rich in agreeable sensations as a clean hit at cricket. Putting is a feeble thing, and, like love, "full of anxious fears." All iron strokes are detestable to him who merely hacks his ball as surely as he can a slice out of me. I cut my divot, he may say, like the fooling Englishman over his missed iron shot. Beholding the inequities of the ordinary man on the links, his slicing of the sweet turf, his scolding, his infinite capacity of error, I often wonder how such fellows as he go on trying to play golf. They never know how bad they are, and their conversation is a long series of explanations of their errors as accidents. Whereas they are essential, or, if accidents, then they are "inseparable accidents."

An American critic, Mr. Haultain, in the *Atlantic Monthly*, writes on the "Secret of Golf." It is not enough for him to know that we must keep our eyes on the ball, resisting all Nature's temptations to regard more beautiful objects such as "the pied Arcturus of the earth, the constellated flower that never fades"—the daisies, "not to put too fine a point on it."

It is not enough to know that we must keep our eyes on the ball. "How can we keep our eyes on the ball?" asks Mr. Haultain. These are not questions to put to a cadette. Must the eye be on the top of the ball, or the back of the ball, or the grass behind the ball? are the constant speculative doubts of the earnest and hopeless duffer.

We must look at the confounded ball, says Mr. Haultain, in such a stern and exclusive way that "all the other impressions that are exciting sensations at the moment fall into the field of inattention." Obviously the self-conscious struggler can never thus regard the small elusive sphere. The proper stance of his feet, the proper grip of his hands, the proper swing of his body, the drawing in or letting out of his arms, are all dancing like demons in his mind, and he cannot let them fall into "the field of inattention." So his eye wanders from the ball, and he adds another bad hit to his performance. Now the player looks at the ball, thinks about nothing, and sends the ball where it ought to go.

Holding is a great German psychologist, and he says that, to see "a want will to see." So the duffer "wills to see" the ball, to make a great conscious effort—followed by topping or slicing, or sliding—just because of the strain put on the consciousness. The man who reads Holding (or any other German psychologist) and thinks of him when playing golf is condemned to a handicap of eighteen, which will never win him a pot on the most parochial and ignominious links. The pale, pale east of thought spoils everything. Genius, for golf or poetry, or anything else, is subconscious, not the result of a froited self-consciousness.

The duffer studies strange photographic diagrams of golfers apparently within a closely barred cage, and tries to reproduce the attitudes in front of a mirror. The player never looks at such scientific perillities; he merely plays the game. In Mr. Haultain's opinion golf is "educative and edifying," and "the most rigid tester of will-power in the world," because the

ELLIMAN'S
EMBROGATION**Pain arising from**

Rheumatism, Chronic, Sprains, Sore Throat, From Cold, Cold of the Chest, Neuralgia, From Cold, the Limbs after exercise, is best treated by using ELLIMAN'S according to the information given in the Elliman R.E.P. booklet 96 pages, (illustrated) which is placed inside cartons with all bottles of Elliman's price 1/3, 2/9 & 4/-. The R.E.P. booklet also contains other information of such practical value as to cause it to be in demand for First Aid and other purposes; also for its recipes in respect of Sick Room requisites. Elliman's added to the Bath is beneficial.

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ROYAL FOR ANIMALS
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Found enclosed with bottles of ELLIMAN'S
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The Smartest Style
The Most Moderate Prices
as all named items with a reputation
a London Tailor

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110, Fenchurch Street, LONDON, England.

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Suits £35/-
Tails £40/-
Cock Tailor and Dress
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following:—
 COLOURED PLATE OF FLAGS OF FOREIGN HONGS
 MAP OF THE FAR EAST
 MAP OF YOKOHAMA
 MAP OF KORE AND HYOGO
 MAP OF FOREIGN SETTLEMENTS, TIENTSIN

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, July 28.

Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore Prices, June 8.	Dividends	Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore Prices, June 8.	Dividends
15/ paid	Alor-Pongu	1.100	20% finl. '10	fy.	Molacca Ordinary	13.00	
2/ 1/2	Anglo-Johore	1.100	20% finl. '10	2/ 1/2	Malay Planters	8/-	
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2/ 1/2	Bakap	1.100	20% finl. '10	2/ 1/2	Merton Syndicate	8/-	
2/ 1/2	Batang	1.100	20% finl. '10	2/ 1/2	Mount Austin	8/-	
2/ 1/2	Batu Caves	1.100	20% finl. '10	2/ 1/2	Narborough East	8/-	
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2/ 1/2	Bukit Mertajam	1.100	20% finl. '10	2/ 1/2	Rim	8/-	
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2/ 1/2	Consol. Malay	1.100	20% finl. '10	2/ 1/2	Seremban	8/-	
2/ 1/2	Dennistown	1.100	20% finl. '10	2/ 1/2	Seremban	8/-	
2/ 1/2	Do. Selangor	1.100	20% finl. '10	2/ 1/2	Shelford	8/-	
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2/ 1/2	Jura Estates	1.100	20% finl. '10	2/ 1/2	Sungei Salak	8/-	
2/ 1/2	K'pong Kuantan	1.100	20% finl. '10	2/ 1/2	Sungei Way	8/-	
2/ 1/2	Kamuning "A"	1.100	20% finl. '10	2/ 1/2	Tangah	8/-	
2/ 1/2	Do. "B"	1.100	20% finl. '10	2/ 1/2	Third Mile	8/-	
2/ 1/2	Kapar Para	1.100	20% finl. '10	2/ 1/2	Tremelby	8/-	
2/ 1/2	Kellias	1.100	20% finl. '10	2/ 1/2	Ud. Sa Betong	8/-	
2/ 1/2	Kepong	1.100	20% finl. '10	2/ 1/2	Ud. S'or Est.	8/-	
2/ 1/2	Killinghall	1.100	20% finl. '10	2/ 1/2	Vallambrosa	8/-	
2/ 1/2	Kinta Kellas	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Klang	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Klian-elas	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Kota Tinggi	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Khotai Tampan	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Krubong	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Kuala Klang	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Kuala Lumpur	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Kuala Pah	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Kuala Selangor	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Labu	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Lanadon	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Ledbury	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Lendu	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Linggi	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	London Asiatic	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Lumut Est.	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Mandley Est.	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	Malacca 7 1/2 Cum. Partici-	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	pating Pref	1.100	20% finl. '10	2/ 1/2			

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

SINGAPORE, July 28.

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2/ 1/2	Malacca 7 1/2 Cum. Partici-	1.100	20% finl. '10	2/ 1/2			
2/ 1/2	pating Pref	1.100	20% finl. '10	2/ 1/2			

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

SINGAPORE, July 28.

Zar 8 s miss	
Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 1,060 h.p., Kommandant Kolbe	
(Mits. Berwick)	
"Torpedo boat "Sgo." Kapitän Loth. Heyden	
Tiger, gunboat, 300 tons, 10 guns, 1,300 h.p., Captain v. Koss	
Talingat, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross	
Vaterland, gunboat, — tons, 3 guns, 500 h.p., Captain Tonsingit	
PORTUGUESE.	
Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitão Maria Cabaucua di Jordani	
Paçil, protected cruiser, 2,428 tons, 26 guns, 7,000 h.p., Capitão Gualt. Vilelanti Mar-chese Lorenço	
PORTUGUESE.	
Patris, gunboat, 700 tons, Captain J. Afonso	
Reischa D. Amélia, cruiser, 1,800 tons, Captain C. Lima	
Vasco da Gama, cruiser, 3,030 tons, Captain Augusto de Jesus da Almeida	
UNITED STATES.	
Barry, destroyer, 420 tons, Ens. Edmund S. Root, Cavite	
Callao, gunboat, 243 tons, E. S. J. R. Murri-son Hongkong	
Characot, destroyer, 420 tons, Ens. L. N. McNeir, Cavite	
Chattanooga, cruiser, 3,200 tons, Comdr. John D. McDermott, Shanghai	
Cleveland, cruiser, 3,200 tons, Comdr. Hugh Rodman, Shanghai	
Charleston, battle ship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comd- John H. Gibbins, Shanghai	
Dale, destroyer, 430 tons, Lieut. Herbert H. Michael, Cavite	
Denver, cruiser, 3,200 tons, Comdr. Edward E. Logan, Shanghai	
Galena, cruiser, 3,200 tons, Comdr. John A. Hoogevoort, Manila	
Hale's gunboat, 1,322 tons, Comdr. Reuben O. Blier, Shanghai	
Mohican (station ship), Commander G. R. Silbary	
Monterey, monitor, 4,000 tons, Lt. D. W. Todd, Olongapo	
Pennsylvania, armored cruiser, 13,800 tons, Capt. A. W. Grainger	
Rainbow (Boer Admiral) Hampshire (flagship), Comd- E. F. Wright, Shanghai	
Villalobos, gunboat, 570 tons, Lt. A. Andrews Hongkong	
Wilmington, gunboat, 1,890, Comdr. Edward Lloyd, Hongkong	
Anaya, gunboat, Lieut.-Comdr. Matt H. Signor	
Mindoro, gunboat, Lieut. George M. Baum	
Sauer, gunboat, Ensign Roy L. Lowman	
St. Louis, gunboat, Ensign W. C. I. Stiles	
St. Albans, destroyer, 7 guns and 2 torpedo tubes Ensign Lloyd W. Townsend	
Porpoise, 125 tons, 160 h.p., Ens. K-nas Whiting	
Star, 125 tons, 160 h.p. Ensign Theodore G. Elyton	

AVERAGE MARKET PRICES.	
August 4th, 1910.	
The Prices are given in Dollars Centa.	
BUTCHER MEAT.	
肉片馬肉	Min Lung Fat Yek—Beef, slices
	and prims out
肉片牛	Shin Ngun Yek—Corned Beef
肉片牛	Shin Ngun Yek—Roast Beef
肉片牛	Ngun Ngun—Roast of Beef
肉片牛	Ngun Ngun Yek—Beef for soup
肉片牛	Ngun Yek Pa—Beef Steak
肉片牛	Ngun Yek Ch'ong—Sausage
肉片牛	Ngun Ngun—Ball-ock's Brains set ..
肉片牛	Ngun Lao—Beef Steak, Sirloin 1b ..
肉片牛	Ngun Lao—Beef Steak, Sirloin 1b ..
	fresh, each

TODAY
3.30 p.m. - Fourth Meeting of the Hongkong Gynaecological Club, at Happy Valley.

FORTHCOMING EVENTS.
Tuesday, 9th August - Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.
Thursday, 11th August - Auction of Valuable Leasehold Property at Sale Room, by Mr. Geo. P. Lamport, 3 p.m.
Friday, 12th August - Auction of Valuable Leasehold Property at Sale Room, by Mr. Geo. P. Lamport, 3 p.m.
Tuesday and Wednesday, 16th and 17th Aug. - Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Houghton, 10 a.m.
Saturday, 20th August - Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

SHIPPING.

ARRIVALS.
ANTILLOCH, British str., 2,792, A. H. Stewart, 5th August - Manila 3rd August, General - Butterfield & Swire.
ARABATON APCAR, British str., 2,931, D. Thomas, 5th August - Calcutta and Straits 20th July, General - Butterfield & Swire.
ASSAYE, British str., 7,770, Owen Jones, N.R.S., 5th August - Shanghai 2nd August, H.M.S. General - P. & O. S. N. Co.
BARON INNEBALLE, British str., 2,139, D. McAlister, 4th August - Moji 29th July, Coal - Bradley & Co.
BENLAWERS, British str., 2,510, W. H. Bee, 5th August - Singapore 30th July, General - Gibb, Livingston & Co.
HARMON, British str., 651, A. H. Stewart, 5th August - Swatow 4th August, General - Butterfield & Swire.
KWAHONG, Chinese str., 5th August - Canton.
ISCHIA, Italian str., 2,420, G. Bolito, 5th August - Bombay 16th July, General - Carlowitz & Co.
MANDARIN MARU, Japanese str., 3,245, K. Yamamoto, 5th August - Mito 30th July, Coal - Mitsui Bussan Kaisha.
NANCHANG, British str., 1,044, J. Cogan, 4th August - Tientsin 28th July, General and Coal - Butterfield & Swire.
SUBARANO, British str., 1,350, G. H. Pennefather, 5th August - Manila 2nd August, Hemp & General - Butterfield & Swire.
WEAT CASTLE, British str., 2,717, Wm. Lightoller, 5th August - Shanghai and Keelung 3rd August, General - Shewan, Tomes & Co.
YEDDO, Swedish str., 2,468, C. H. Anderson, 4th August - Gothenburg 22nd June, General - Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
5th August.
Assaye, British str., for Europe, &c.
Benlawers, British str., for Singapore.
Carl Dietrichsen, German str., for Hoihow.
Chungking, British str., for Hongkong.
Clara Jolson, German str., for Haiphong.
Fosching, British str., for Saigon.
Laertes, British str., for Saigon.
Silveta, American str., for San Francisco.
Wray Castle, British str., for Manila.
Yeddo, Swedish str., for Shanghai.
Zehre, British str., for Manila.

DEPARTURES.

CHUNGKING, British str., for Canton.
COLOMBO MARU, Japanese str., for Shanghai.
HAICHING, British str., for Swatow.
HONGKONG, French str., for Haiphong.
KWAHONG, Chinese str., for Shanghai.
LAISANG, British str., for Singapore.
LOONGSANG, British str., for Manila.
LOYAL, German str., for Canton.
NIKKO MARU, Japanese str., for Australia.
SENKOKU, British str., for Hoihow.

SHIPPING REPORTS.

The British str. Haiman reports: Light variable wind, cloudy rain.
The British str. Benlawers reports: Light and variable winds, fine and clear weather.
The British str. Tientsin reports: Light to moderate winds, moderate sea, cloudy with passing showers.
The British str. Nanchang reports: On the 31st July, anchored for 8 hours off Elliot Island for typhoon, which was off Cheking Coast travelling N.W.

VESSELS IN DOCK.

August 5th.
KOWLOON DOCK - Huanglo, Gloria, Paul Bean, Chuanang, H.M.S. Taku, San Juan.
TAIKOO DOCK - Union, China.

PASSENGERS.

ARRIVED.
Per Yeddo, from Gothenburg, Mr. A. Sandberg.
Per Arabatton APCAR, from Calcutta, &c., Mr. Ramsay, Miss Hastings, Mr. Harting, and Mr. McNeil.
Per Taming, from Manila, Miss Paulo, Messrs. Paulo, Stewitz, Stedman, Lyttton, Milner, Curran and Lieut. Cochran.
Per deuter, from Shanghai, for Hongkong, Miss H. Phillips, Mr. B. A. Halo, Mr. A. Brink, Mr. I. Arnold, Mr. Miller and Mr. Hegarty; from Yokohama, for Marseilles, Mr. A. Mayo; from Kobe, for Singapore, Colonel Medley; from Shanghai, for Singapore, Mr. and Mrs. Boomsma and infant, and Mr. A. Crane; for Calcutta, Miss Harris; for Bombay, Doctor Thomas; for London, Mr. A. Burton.
DEPARTED.
Per Nikko Maru, for Australia, &c., Mr. and Mrs. MacDonald, Mr. and Mrs. Baumgardner, Mr. and Mrs. H. W. Tucky, Mr. and Mrs. Anderson and 3 children, Mr. and Mrs. K. Akikawa, Mrs. Cameron, Mrs. Ruo Preston, (S. H. Takano, Mrs. F. Carl, Misses Cameron (3), H. R. Wright, M. Lynch, Graham, Rout, Treloard, Tucky, Akikawa and Phillips, Master Preston, Messrs. R. Pescio, Emilio Levy, L. S. Adams, Okamoto, Frigo, Castings, E. L. Deacon, I. Haslam, T. D. Folkes, Miyasaki, Jas. Walker, Beasley and Robinson.

STREAMERS PASSED THE CANAL.

July 15th - Hector, Indragrad, Suruga, Tenzaki, 17th - Bendavara, Glenavon, Goeben, Hellas, Liberia, Scotia, 22nd - Atholl, Kitano Maru, Ville de la Ciotat, Anhalt, 25th - Ching Wo, Laertes, Yunnan, Indragrad, 29th - Ambria, Armand Behio, Deception, Kawachi Maru, Manana, Perseus, Suez, Syria, Zedna, August 2nd - Austria, Benke, Bremen, Buelow, Arcadia, Delayed through navigation, Glamorgan, Binta.
ARRIVALS AT HOME.
August 2nd - Borneo, Priam, Senegambia, York.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.S.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	POONA	Brit. str.	—	A. E. Ving, R.N.S.	P. & O. S. N. Co.	On 14th inst., at 4 p.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	CARDIGANSHIRE	Ger. str.	k. w.	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	On 10th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SCANDIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 9th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	INDIEN	Dan. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 10th Sept.
COPENHAGEN & ST. PETERSBURG, &c.	SCANDIA	Ger. str.	k. w.	v. Dohren	MELCHERS & Co.	End of Aug.
HAYRE & HAMBURG via STRAIT, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 13th inst.
HAYRE & HAMBURG via ST. &c.	SPESIA	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP, &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	MESSAGERIES MARITIMES	On 10th Sept.
MARSEILLES, LONDON & ANTWERP, &c.	POLYNESIE	Frenc. str.	—	Dr. Thomsen	MESSAGERIES MARITIMES	On 9th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP, &c.	ATSUTA MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 16th inst., at 1 p.m.
MARSEILLES & HAMBURG via STRAITS, &c.	SARONIA	Ger. str.	k. w.	N. Matheson	NIPPON YUSEN KAISHA	On 17th inst., at D'light
NA PLES, GENOA, ALOIERS, GIBRALTAR, &c.	SARONIA	Ger. str.	k. w.	N. Matheson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
TRIESTE, &c., via SINGAPORE, &c.	SARONIA	Ger. str.	k. w.	N. Matheson	NIPPON YUSEN KAISHA	On 31st inst.
NEW YORK	BRAEMAR	Brit. str.	—	O. Pahnke	MELCHERS & Co.	On 10th inst., at Noon
BOSTON & NEW YORK via PORTS & SUZ CANAL	ALBENGA	Ital. str.	k. w.	E. Radonich	SANDER, WIELER & Co.	On 27th inst., at Noon
VANCOUVER via SHANGHAI, JAPAN, &c.	WEAT CASTLE	Am. str.	—	Lorenzen	DODWELL & Co., Ltd.	About 26th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	—	Lorenzen	CARLOWITZ & Co.	About 17th inst.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	MONTEAGLE	Brit. str.	—	Lorenzen	CARLOWITZ & Co.	To-day, at 5 p.m.
TACOMA via KEELUNG & JAPAN	AWA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	To-day, at 6 p.m.
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	TAMBA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 16th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SAONIA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 13th Sept., at 4 p.m.
AUSTRALIAN PORTS via MANILA	KITANO MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 16th inst., at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	—	Lorenzen	CARLOWITZ & Co.	On 10th inst., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 15th inst., at 5 p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 21st inst., at 4 p.m.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	Lorenzen	CARLOWITZ & Co.	On 30th Sept., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	About 23rd inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 31st inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	Quick despatch.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 9th inst., at 4 p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 16th inst., at 4 p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	To-morrow, at Daylight
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 9th inst., at 3 p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 9th inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	About 10th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 11th inst., at 10 a.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 11th inst., at 4 p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 12th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 15th inst., p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 17th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	About 18th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 19th inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 26th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	To-morrow.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	Quick despatch.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 17th inst., at 10 a.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	To-morrow, at 10 a.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 23rd inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	To-morrow, at 10 a.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 9th inst., at 10 a.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 12th inst., at 10 a.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 16th inst., at 10 a.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	To-day, at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 12th inst., at 4 p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 13th inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 19th inst., at 4 p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 9th inst., at 3 p.m.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	End of Aug.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 9th inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 10th inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	On 20th inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Lorenzen	CARLOWITZ & Co.	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TONS	TO SAIL
NAPLES, GENOA, ALOIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST"	17,000	Wedday, 10th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN"	17,300	About 10th Aug.
MANILA, YAP, FRIEDRICH, WILHELMSHAFEN, RABAU, SAMARAI, BEIR, BANE AND SYDNEY	"PRINZ WALDEMAR"	6,100	Saturday, 13th Aug., at 5 p.m.
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	6,000	About 23rd August.
KUDAT and SANDAKAN	"BORNEO"	5,050	End of August.

* Fitted with wireless Telegraphy New System of Telefunken.
For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., TACOMA & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
REDHILL	3,889	H. E. Dowell	23rd August.
SUVERIO	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGILL	20th October.
AMERIC	4,362	J. Boyd	20th November.

* Calling at Amoy and Keelung if sufficient inducement offers.
These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 6th August, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF JAPAN" SAT., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug.	"EMPERESS OF BRITAIN" FRI., 23rd Sept.
"EMPERESS OF CHINA" SAT., 27th Aug.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPERESS OF INDIA" SAT., 17th Sept.	"EMPERESS OF IRELAND" FRI., 4th Nov.
"EMPERESS OF JAPAN" SAT., 8th Oct.	
"MONTEAGLE" TUESDAY, 8th Nov.	

The "EMPERESS" steamships leave HONGKONG at 6 p.m. at 12 Noon.
The "EMPERESS" steamships leave HONGKONG at 6 p.m. at 12 Noon.
The "EMPERESS" steamships leave HONGKONG at 6 p.m. at 12 Noon.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Offices in the Service of China and Japan Governments. Full particulars of application for Agents, Service of China and Japan Governments, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Foddor Street and Fray, opposite Blake Pier

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"V. DE LA CIOUAT"	On 15th Aug., p.m.
MARSEILLES via PORTS	"POLYNESIE"	On 16th Aug., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 29th Aug., p.m.
MARSEILLES via PORTS	"AUSTRALIE"	On 30th Aug., 1 p.m.

Transshipping on the Co's Steamers for Batavia at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

Hongkong, 6th August, 1910.

P. THOMAS, AGENT, QUEEN'S BUILDING.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE"
Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., TO-DAY, the 6th August, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's a.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," due in London on the 18th September, 1910.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 25th July, 1910.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON & NEW YORK via PORTS AND SUZ CANAL.
(With Liberty to call at the Malabar Coast.)
"WRAY CASTLE," TO-DAY, 6th inst., at 5 p.m.
For freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.
Hongkong, 6th August, 1910. [321]

For SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARABATON APCAR."
Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 9th inst., at 3 p.m.
This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.
(Occupying 24 Days).
Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea) returning via Moji, providing a stay of 9 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 6th August, 1910. [398]

For NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"ALBENGA."
Captain Lorenzen, will be despatched to the above Port, on or about the 17th August.

For Freight apply to

CARLOWITZ & Co., Agents.
Hongkong, 26th July, 1910. [362]

REGULAR STEAMSHIP

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 6th	See Special of Call.
SHANGHAI, MOJI, KOBE, PERSA and YOKOHAMA	Capt. Owen Jones	Aug.	Freight only.
LONDON and ANTWERP	POONA	4 P.M., 14th	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	Capt. A. F. Vine, R.N.E.	Aug.	
SHANGHAI	ARCADIA	About 18th	Freight and Passage.
	Capt. S. Barcham	Aug.	

For further Particulars, apply to
HONGKONG, 5th August, 1910.

E. A. HEWETT,
Superintendent

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 7th Aug. D'light
MANILA	"TAMING"	On 9th Aug. 3 P.M.
CHEFOO & NEWCHANG	"NANCHANG"	On 9th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 11th Aug. 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 16th Aug. 4 P.M.
MANILA, ZAMBOANGA, THURS. DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug. 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice, Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENYAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woonung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 6th August, 1910.

BUTTERFIELD & SWIRE,
AGENTS.
TELEPHONE 35.
19

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 7th Aug. D'light.
TIENTSIN VIA SWATOW	"CHIPSING"	Sunday, 7th Aug. D'light.
HAITAI & CHEFOO	"CHOYSANG"	Tuesday, 9th Aug. Noon.
SHANGHAI	"YUENSANG"	Friday, 12th Aug. 4 P.M.
MANILA	"FOOKSANG"	Friday, 19th Aug. Noon.
SHANGHAI, KOBE & MOJI	"LOONGSANG"	Friday, 19th Aug. 4 P.M.
MANILA	"KUTSANG"	Saturday, 20th Aug. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 20th Aug. Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang via Manila, Thursday, Island, Townsville and Brisbane.
Telephone No. 215, Sul. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 6th August, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS. [14]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 9th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 12th Aug., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 16th Aug., at 10 A.M.

FOR SWATOW AND RETURN.

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 7th Aug., at 10 A.M.
WEDNESDAY, 10th Aug., at 10 A.M.
Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

HONGKONG, 6th August, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTENBURG.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"YEDEO"	On 7th August.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to
HONGKONG, 30th July, 1910.

MELCHERS & CO.,
AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING
S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUJO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOTO KISEN KAISHA, King's Building.
Hongkong, 6th July, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Porto, Marseilles, Genoa, and other Mediterranean, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	STEAMERS	TO SAIL
S.S. SPEZIA	...	12th Aug.
S.S. ALESIA	...	26th Aug.
S.S. AMBRIA	...	6th Sept.

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	"WAKASA MARU" Capt. N. Nielsen	7,000	WEDNESDAY, 9th Aug., at 4 P.M.
	"ATSUTA MARU" Capt. Wm. Thomson	9,000	WEDNESDAY, 17th Aug., at Daylight
	"HITACHI MARU" Capt. N. Mathieson	7,000	WEDNESDAY, 31st Aug., at Daylight
VICTORIA B.C. & SEATTLE	"KAMAKURA MARU" Capt. J. Nagao	7,000	THURSDAY, 13th Aug., from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TAMBA MARU" Capt. K. Sato	7,000	TUESDAY, 16th Aug., at 4 P.M.
	"AWA MARU" Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
YDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"KUMANO MARU" Capt. M. Winokler	6,000	FRIDAY, 2nd Sept., at Noon.
	"YAWATA MARU" Capt. S. Sekine	5,000	FRIDAY, 30th Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	"BOMBAY MARU" Capt. Teranaka	5,000	TUESDAY, 9th August.
SHANGHAI, MOJI and KOBE	"TOSA MARU" Capt. Y. Nomura	6,000	WEDNESDAY, 17th August.
KOBE and YOKOHAMA	"KITANO MARU" Capt. F. E. Cope	9,000	THURSDAY, 18th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekine	5,000	WEDNESDAY, 31st Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.				
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.				
	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

— Calling at Saigon.
Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, Etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.
T. KUSUMOTO,
MANAGER. [13-125]
Hongkong, 1st August, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
"ZATIRO"	2540	A. Fraser	Manila	On 6th Aug., Noon.
"RUBI"	2540	E. Rodger	Manila	On 13th Aug., Noon.

For Freight or Passage apply to
HONGKONG, 1st August, 1910.

SHEWAN TOMES & Co.,
General Managers. [12]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Aug., at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 7th Aug., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 11th Aug., at 10 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. H. MURAYAMA	WEDNESDAY, 17th Aug., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow & on the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
M/NAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &C.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.
Japan Office:—
32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"CARDIGANSHIRE"
Captain W. O. Tyers, will be despatched as above on WEDNESDAY, 10th August.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 25th July, 1910. [851]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIA, GULF and BAGDAD, also BARCELONA, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA"
Captain Balisto, will be despatched as above on FRIDAY, the 12th inst., at 3 P.M.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 1st August, 1910. [4]

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s str. *Manchuria* is due to arrive here to-morrow between 2 and 4 p.m.

The T.K.K. str. *Chiyo Maru*, from San Francisco, will leave Yokohama en route to Hongkong on the 8th inst., and will arrive on the 19th inst.

The P.M. str. *Asia* sailed from San Francisco on the 26th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 23rd inst.

THE GERMAN MAIL.
The I.G.M. str. *Goben*, carrying the German Mails with dates from Berlin of the 13th ult., left Colombo on the 30th ultimo p.m., and may be expected here on or about the 10th inst.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of China* left Vancouver on the 27th ultimo p.m. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.
The Shire Line str. *Cardiganshire* left Singapore for Hongkong on the 31st ultimo, and may be expected here to-day.

The N.Y.K. str. *Tamba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 29th ultimo, and is expected here to-morrow.

The Mogul Line str. *Lothian* left United Kingdom on the 10th ultimo for Hongkong via Straits.

The H.A. Line str. *Spesia* left Singapore on the 3rd inst. p.m., and may be expected here on or about the 8th inst. p.m.

The Eng. Hok. Fong S.S. Co.'s str. *Persia* sailed from Moji on the 5th inst., and is due here on the 9th inst. at daylight.

The T.K.K. str. *Kiyo Maru* from South American and Mexican ports arrived at Yokohama on the 25th ultimo, and is due to arrive here on or about the 16th.

